GREAT FALLS
LEGEND

NAUTOS — NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details covering airport lighting, navigation aids, and services. All lights are not listed. For additional symbol information see Aeronautical Chart Bulletin.

AIRPORTS

- Other than hard-surfaced runways — Rotating Beacon (Green/White)
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 9000 ft. or some multiple runways less than 9000 ft.
- Hard-surfaced runways with visual glideslope indicators (VASI/PAPI), VOR, DME or VORTAC location.

All runways are shown to scale and oriented to true north. Closed, and abandoned airports are not shown unless they are of significant value to aerial navigation.

ADDITIONAL AIRPORT INFORMATION

- Private–PVT - Not available for use; Parking restrictions may exist.
- Military - Office then hard-surfaced, all-military runways (Military Training Routes (MTR) may be in vicinity of airport)
- Abandoned Airport (Landing Area Only) — Unverified Airport (Landing Area Only)
- Seaplane Base

Not all airports symbolize use of this mainly ground based airport symbol. Consult Supplement for details and availability.

- Heliport — Helicopter Landing Area Only
- Rotating airport beacon in operation (lighted by Sunset-Sunrise)

OBJECTIONABLE – Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace most important to VFR flyers is shown on Sectional Charts.

- Class B Airspace
- Class C Airspace
- Class D Airspace with Rotating Beacon (not in Class B or C)
- Ceiling of Class D Airspace is 2,500 ft. above the surface unless otherwise indicated.
- Class E Airspace (700 ft. or more above the surface)
- Class E Airspace with floor 1200 ft. above the surface (Class E transition area)
- 700' AGL — Class E Airspace floor 700 ft. above surface for the overlying Class B, Class C & Airspace graduates to 1200 ft. AGL or higher
- 1200 — Class E airspace above 14,500' MSL unless otherwise designated as shown above
- Class G Airspace (Uncontrolled airspace) from the surface to the overlying Class E, Class B or Class C airspace.
- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Operations Area (MOA) (Hours of operation and Floor/Ceiling altitudes are shown in the area)
- Special Airport Traffic Area (SATA) (Operations may require Special Clearance)
- Temporary Flight Restrictions (TFR)
- Published Aerial Refueling Track (See Supplement)
- Aerial Gliding Area (Sailplane Activity Likely)
- Unmanned Aircraft Activity (See Supplement)
- Parachute Jumping Area (See Supplement)
- Military Training Route (IR-Instrument, VR-Visual) Terminal Radar Service Area (TRSA) Floor/Ceiling altitudes in Hundreds of Feet MSL

COMMUNICATION BOXES

- 123.4 — CTAF/UNICOM frequency
- CHEYENNE — Airport name
- 269 — Runway length in feet
- 33 — Runway number
- Crosshatch indicates Operational Hour Dots
- Asterisk (*) indicates Part-Time Operation
- AERONAVE — Weather Info
- 135.45 — Frequency above this line are removed to Chart Supplement. Frequencies below this line are remoted to radio communication may be available at airport/navigation facility. Consult Chart Supplement for complete information.

PSN north of Hawaii

- 123.6 — Flight Service Radio Outlet
- 122.2 — Flight Service Radio Broadcast

RADIO AIDS TO NAVIGATION

- VOR (Very High Frequency Omni-Directional Range)
- VOR-DME
- VORTAC
- TACAN
- Other facilities, i.e., FSS Outlet, ATIS, etc.
- NDB — Non-Directional Radio Beacon
- NDB-DME

OBSTRUCTIONS

- 1478 — Obstruction less than 1,000 ft. AGL
- 1478 — Obstruction 1,000 ft. AGL or higher
- Group of Obstructions
- Verified Tower Height
- Unverified Tower Height
- Verified Tower Height (Lighted)
- Unverified Tower Height (Lighted)
- Verified Tower Height (Under Construction)
- Unverified Tower Height (Under Construction)
- Verified Tower Height (Under Construction) (Lighted)
- Unverified Tower Height (Under Construction) (Lighted)
- Verified Tower Height (Lighted) (Marked with Orange Marker Balls)
- Unverified Tower Height (Lighted) (Marked with Orange Marker Balls)
- Verified Tower Height (Under Construction) (Lighted) (Marked with Orange Marker Balls)
- Unverified Tower Height (Under Construction) (Lighted) (Marked with Orange Marker Balls)
- Verified Tower Height (Lighted) (Marked with Orange Marker Balls) (Guyed)
- Unverified Tower Height (Lighted) (Marked with Orange Marker Balls) (Guyed)
- Verified Tower Height (Under Construction) (Lighted) (Marked with Orange Marker Balls) (Guyed)
- Unverified Tower Height (Under Construction) (Lighted) (Marked with Orange Marker Balls) (Guyed)
- Verified Tower Height (Lighted) (Marked with Orange Marker Balls) (Guyed) (Antenna Farm)
- Unverified Tower Height (Lighted) (Marked with Orange Marker Balls) (Guyed) (Antenna Farm)
- Verified Tower Height (Under Construction) (Lighted) (Marked with Orange Marker Balls) (Guyed) (Antenna Farm)
- Unverified Tower Height (Under Construction) (Lighted) (Marked with Orange Marker Balls) (Guyed) (Antenna Farm)
- Verified Tower Height (Lighted) (Marked with Orange Marker Balls) (Guyed) (Antenna Farm) (Multiple Obstructions)
- Unverified Tower Height (Lighted) (Marked with Orange Marker Balls) (Guyed) (Antenna Farm) (Multiple Obstructions)

Obstruction data current as of 28 Aug 2025 at 0901Z. For more current obstruction data, consult appropriate NOTAM publication.

MISCELLANEOUS

- Airport Beacon (Green/White)
- Lighthouse
- Wind Turbine
- Spaceport/Launch Area
- Marina (Light)
- Seaplane Base
- VFR/IFR Waypoints
- NAVAID used in Instrument Approach Procedure

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aqueduct
- Spillway
- Dam
- Levee
- Aqua Caves
- Quarry
- Intermittent Water
- Dry Lake
- Shoreline of Perennial Water
- Rapids
- Falls
- Sand Dunes
- Coral Reef
- Land Subject to Inundation
- Mangrove
- Marsh or Swamp
- Tundra
- Ice Cap or Glacier
- Perennial Stream or Intermittent Stream
- Canal, Flume or Aqueduct
- Shoreline of Perennial Water Body
- Intermittent Water Body
- Dry Lake Bed
- Land Subject to Inundation
- Mangrove
- Marsh or Swamp
- Tundra
- Ice Cap or Glacier
- Rapids
- Falls
- Sand Dunes
- Coral Reef
- Levee
- Spillway
- Quarry
- Aqua Caves
- Dam
- Aqueduct
- Power Transmission Line
- Pipeline
- Railroad
- Road
- Trail
- Bridge
- Tunnel
- Ferry Route
- Ferry Dock
- Ford
- Boundaries (Various Types)
- Time Zone Boundary
- Mountain Pass
- Elevation of Pass Above Sea Level
- Recommended Altitude for Pass Crossing
- Mountain Peak
- Elevation of Peak Above Sea Level
- Recommended Altitude for Peak Crossing
- Contour Lines
- Index Contour
- Supplementary Contour
- Depression Contour

Pass symbol does not indicate a recommended route through the pass. Elevation of pass and peak may not indicate a recommended altitude for crossing. Use sectional chart information within and near mountain passes.

GREAT FALLS SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

NAUTOS — NORTH

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SGF
NSN 7640141001644
Mod No. 161 — SECXXGREATFALLS
26078

Lambert Conformal Conic Projection Standard Parallels 41°25' and 48°45'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

12799 — CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 12799 feet
located at 48° 10' N - 109° 48' W

Spot elevation x4284
Approximate elevation x4284

CONVERSION OF ELEVATIONS

FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
METERS	0	1	1	1	2	2	2	3	3	3	4	4	4	4	5	5	5	6	6	6

NOTE: Limited chart information provided outside of U.S. airspace (Refer to UNUSABLE Foreign charts and flight information publications outside US airspace.)

ATTENTION –
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF), highest terrain elevations, and obstacle elevations. Values are rounded up to the next 100 feet and highlighted as represented in TROUGHED and PINNACLED (if MEF above most reliable data level). The MEF is based on information from the most accurate data sources available, including USGS quadrangles, including terrain and obstructions (towers, towers, antennas, etc.).

Example: 12,500 feet 125

REPORTING CHART ERRORS –
You are requested to report errors, omissions, or conditions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at https://faa.gov/go/ator/ prior to contacting us via toll free number at 844-740-1847 or email 9-AJV-A-ATOR@faa.gov. Mail comments to: Chief, Chart or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC-4 Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT– For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/. For a list of approved FAA Print Providers, visit our website at http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/.

AIRSPACE CLASSIFICATION (SEE ICAO/CANADA FLIGHT SUPPLEMENTS) AND OPERATIONAL REQUIREMENTS (VOR USERS, SEE DOD AREA PLANNING) ARE ESTABLISHED BY INTERNATIONAL AGREEMENT AND BY STATES

NOTE: REFER TO CURRENT CANADIAN AERONAUTICAL INFORMATION PUBLICATIONS FOR INFORMATION BEYOND CANADIAN AIRSPACE

For weather camera information visit https://wwwthecams.fhwa.gov/

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES –
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies MF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, U.S. military fighter jets intercept an aircraft and flares are discharged in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or emergency frequency 121.5 and follow the intercepting aircraft's ICAO signals. Be advised that non-compliance may result in the use of force.

PLOTTING DIRECT ROUTE ON NORTHSOUTH SIDE

There are approximately 60 nautical miles per degree of latitude and south sides of each sectional chart. To plot a course line from one side to the other, the user must first locate two pair of points on the north and south sides of the chart that are on the same latitude.

STEP 1 - Draw a horizontal line (MATCH LINE) from the first point (POINT A) on the north or south side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Measure the angle (ANGLE A) between the desired or destination point closer to the edge of the chart and the MATCH LINE. Remember the angle you measure along the MATCH LINE this paper should be exactly parallel to the north and south edges of the chart.

STEP 3 - Slide the paper (otherwise left or right) so that a side edge of the paper aligns with the destination point (POINT B) and the MATCH LINE. Mark BARB A at edge of the paper where it meets the MATCH LINE.

STEP 4 - Without moving the paper, on the same side of the MATCH LINE as ANGLE A, draw a line from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE A.

STEP 5 - Turn the chart over and transfer the end of LINE A on the opposite side of the chart to the MATCH LINE. (Figure 2)

STEP 6 - Align a side edge of the paper with BARB A on it and align the top or bottom edge of the paper with the MATCH LINE and side edge with LINE A with.

STEP 7 - Mark BARB B at the edge of the chart. Draw a line from BARB A to the destination as planned (POINT B). (Figure 3)

STEP 8 - Measure the angle between LINE A and LINE B. Extend a line straight from that mark to the edge of the chart.

STEP 9 - Measure ANGLE B and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1 — NORTH SIDE; Point of Origin; MATCH LINE; SOUTH SIDE; POINT A; POINT B; Same latitude; ANGLE A; LINE A (Destination)

Figure 2 — NORTH SIDE; POINT A; MATCH LINE; LINE B; Overlap area; SOUTH SIDE; MARK C; POINT B

Figure 3

Class C Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, including the airspace less than 1500 feet above the terrain and various special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service except in an authorized emergency or unless a permit has been issued in accordance with 36 CFR 2.17. Violation of these provisions is punishable by a fine of not more than $5,000 and/or imprisonment for not more than six months. Exceptions to the above restrictions include persons and aircraft under the control of the operator, (I) at officially designated landing sites, or (II) on approved official business of the Federal Government, (III) in connection with emergency rescue or life-threatening situations, or (IV) flights over designated Wilderness areas.

National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges and Wilderness Areas are charted as a reminder to pilots that these areas should be avoided unless necessary for operations. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines recommended flight procedures for pilots flying near these areas in order to minimize the disturbance of wildlife. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: (1) emergencies involving the safety of human life or property, (2) certain military property loss.

Boundary of Agency Areas

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONTROL TOWER FREQUENCIES ON GREAT FALLS SECTIONAL CHART

Airports with control towers operate on a frequency assigned by the FAA (Local, Ground, Clearance Delivery, and/or Tower frequencies) Information for each tower is listed in the data below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicates Radar Instrument Approach available.

H24 = Operational 24 Hours Daily (Local)

SVFR indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
GREAT FALLS INTL	0600-2200	118.3	121.9	124.15	ASR
HARLOWTON	0700-1900			123.95	
HAVRE CITY CO.	CONTRACT	118.3	121.9	124.15	
HAVRE INTL	CONTRACT	118.3	121.9	124.15	
HELENA REGIONAL	0600-2200	118.3	121.9	124.15	ASR
LEWISTOWN MUNI	0700-1900			123.95	
LIVINGSTON MUNI	0600-2200	118.4	121.9	124.2	
MISSOULA INTERNATIONAL	0600-2200	118.4 (257.75)	121.9	128.65	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
GREAT FALLS TRSA	128.6 (257.75 when	CONTINUOUS

SPECIAL USE AIRSPACE ON GREAT FALLS SECTIONAL CHART

Other airspace areas shown on the chart are Military Operations Areas ("MOA" as defined) Restricted Areas ("R"), and Warning Areas ("W"). Prohibited Areas ("P") are not charted unless there is a specific reason for their presence.

Alert Areas are depicted to inform pilots of a high volume of pilot training or an unusual type of aerial activity.

Ultralight Activity Areas ("U") are depicted where ultralight operations frequently occur.

Military Operations Areas (MOAs) are depicted to advise pilots that military activities may be conducted within the area. Pilots should exercise extreme caution when flying within an active MOA.

Other Restricted Areas are established for the safety of persons and property on the ground and for other reasons.

Prohibited Areas are established for security or other reasons associated with the welfare of the nation.

Warning Areas are established to warn pilots of dangerous flight activities over international waters.

Military Training Routes (MTRs) are established for military aircraft to conduct low-altitude navigation and tactical training below 10,000 feet MSL and at airspeeds in excess of 250 knots IAS.

Aerial Refueling Tracks are established for military aircraft to conduct aerial refueling operations.

Parachute Jumping Areas are established where parachute jumping activities frequently occur.

Published Military Training Routes (MTRs) are depicted on Sectional Charts. Routes with IR designations are for IFR operations; routes with VR designations are for VFR operations.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-6401	SFC-FL600	BY NOTAM	ZMP ARTCC	135.9 338.3

NOTE:

MOA NAME — ALTITUDE* — TIME OF USE† — CONTROLLING AGENCY/ CONTACT FACILITY — FREQUENCIES

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
HAYS	100 AGL	BY NOTAM	MINNEAPOLIS ARTCC	132.35 (C) 251.2 (M)
HAYS MOA	7000	SUNRISE-SUNSET; BY NOTAM	MINOT AFB	124.2 (M) 380.7 (C)

*Altitudes indicate floor of MOA. All altitudes above floor to the altitude indicated unless otherwise noted.
†Other times by NOTAM or ATC.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only those VR routes which lie entirely below 1500 feet AGL are not shown. Route segments more widely separated may be combined for display purposes.
Slow speed, low-level military operations may occur on any of these routes.
Each pilot should become familiar with all MTRs in the vicinity of his proposed route of flight.
For more information or to obtain maps showing MTR locations, contact the following:
Military Training Route Planning AFFSA Military Training Routes North and South http://www.low.faa.gov/mtr/

CAUTION: Severe turbulence may occur even in good weather. Seek relief

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate at altitudes from the surface including obstacles and these features such as high-voltage powerlines ..... towers ..... and railroads ..... Check NOTAMs and see AIM for details.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission lines, communication towers, or obstacles which may be encountered below reasonable and safe altitudes.

GREAT FALLS

GREAT FALLS